PHŒNIX, SUNDAY-MORNING, MARCH 1, 1891.

NO.98

## E.E. PROWELL. PRESCRIPTION UNDER OPERA HOUSE

RAILROADS.

PHCENIX, ARIZONA

### Maricopa & Phœnix R. R. NEW TIME TABLE

[ IN EFFEOT JUNE 16, 1890.]

Pas'eng'r & Freig't	Dis. fr' P	STATIONS,	Dis fr M'	Pas'eng'r
A. M.	henix		ricopa	P. M.
4:00 4:25 4:45 5:10 5:40 6:05	7 16 27 34	Phonix Tempe *Kyrene *Sacaton Maricopa	34 27 18 7	1:10 12:49 12:20 11:55 a.m. 11:25 a.m. 11:00 a.m.

Pacific time.

Trains stop on signal.
Trains make close connection with Southern Pacific trains. Connect at Tempe with stages for Mesa City, Jonesville and Fort McDowell. At Phrenix with stages for Prescott, Gillett, Wickenburg and Vulture.

C. S. MASTEN, Vice-Pres. and Manager.

## Southern Pacific Co.

### TRAINS LEAVE MARICOPA:

2:05 A.M., DAILY, MIXED TRAIN FOR Tucson, Benson, Lordsburgh and in-

6:35 A. M., DAILY, PACIFIC EXPRESS

10:45 A. M., DAILY, ATLANTIC EX-

6:10 P. M., DAILY, MIXED TRAIN FOR

T. H. GOODMAN, RICHARD GRAY,

SANTA FE ROUTE

Gen. Traffic Manager.

## - The Great Trunk Line -

NORTH, EAST AND WEST.

The Only Line running solid trains through to Chicago, St. Louis and Kansas City from the Southwest without change.

Run daily from all points, to all points, in

lexas, Mexico, New Mexico, Arisona and California

Freight consigned via the "Santa Fe Route" transfer, thereby avoiding a delay of three to hve days. Other lines throughout the southwest cannot approach the quick time and elegant train service of the Santa Fe Boute.

For rates and general information address F. C. GAY.

General Freight Agent, Topeka. GEO. T. NICHOLSON.

General Pass, and Traffic Ag't, Topeka, Ka

C. H. MOREHOUSE. Div. Freight and Pass. Ag't, Kl Paso, Texas

## GANT'S

# Transfer and 'Bus Line

-WILL MAKE -:

TWO TRIPS DAILY -BETWEEN-:

PHŒNIX AND TEMPE

Until railroad communication is again estab lished. For further particulars apply at GANT'S LIVERY STABLE, south of

## Phenix & Prescott Stage Line FOR PRESCOTT, VIA BLACK CANYON:

Leave Phoenix, Tuesday, Thursday and Satur day at 8 a. m. Arrive, Sunday, Wednesday and Friday at 9 a. m. Fare, \$12.50. Fifty pounds of baggage free; excess, 6 cents per pound.

For Prescott, via Voltare and Congress: Leave Phoenix, Monday, Wednesday and Fri-day at 7 a.m. Arrive, Tuesday, Thursday and Saturday at 5 p.m. Fare, \$15. Fifty pounds of bagsuge free; excess, 715 cents per pound.

C. W. GREENLEAF, Agent.

# Florence and Globe Stage Line

STAGE LEAVES FLORENCE DAILY FOR Siverside and Globe on arrival of stage from TAGE LEAVES FLORENCE DAILY FOR SILVE FOR SILVE FOR DRIVE FOR SILVE EUGENE MIDDLETON.

## Willeox and Globe Stage Line

CARRYING U. S. MAIL. THE ABOVE STAGE LINE HAS BEEN DIS-

continued. Connection is now made DAILT at Fort Thomas and Bowle Station.

### Globe and Bowie Station STAGE LINES

CARRYING U. S. AND EXPERSE

Stage leaves Globe daily at 6 a. m. for San Carlos, Fort Thomas, Solomonville and all settlements on Glia River between two last places and Bowie Station. Leaves Bowie Station daily at 6 a. m. for all above points.

AGENTS—Reuben Fuller, Bowie Station; J. T., Pittegerald, Solomonville; C. Layton, Thatcher; J. East, Pima; Mr. A. Leaby, Fort Thomas; R. W. Kingebury, San Carlos; Alex, Graydon, Globe.

J. L. T. WATTERS,

Proprietor

The quickest returns for the least money are to be obtained from the REPUBLICAN'S Want Columns. Situations Wanted, Help Wanted, For Rent, For Sale, To Let, To Exchange, One Cent a word each insertion, or by the month at Five Cents per line per day.

WANTS.

GIRL WANTED FOR HOUSEWORK. AP

FOR SALE.

FOR SALE A GOOD PLANO AT REASON able rates. Address P. O. box 644, 96-98 POR SALE-DITCH CONTRACTORS AND railroad graders, attention! Twenty first-class wheel scrapers for inde. Apply to W. L. GEORGE, Phoenix. FOR SALE GOOD SAFETY BICYCLE, SUIT-able for either boy or girl not over 17 or 18. Apply to FRANK FURL, Republican Office.

FOR SALE—TWO GRINDING PANS, ONE Esttling Fan, and one 12x39 Engine. All in first-class condition, and will be sold cheap. Inquire at THIS OFFICE.

LOST, STRAYED OR STOLEN. STRAYED-ON FEBRUARY 36, ONE RED brindle cow, branded 4 on right hip. Return to Nevada corral and receive reasonable reward.

OST OR STOLEN-ABOUT FEBRUARY 9, one cowboy saddle, in or near Phonix. Literal reward will be paid for its return to GEORGE W. CHITWOOD, at the Capitol Corral.

PROFESSIONAL CARDS.

BRAM HUMPHRIES, COUNSELOR - AT-A BRAM HUMPHRIES, COUNSELOR AT-Law.
Onice: Room 5, Thibodo Building References: Laclede Bank, St. Louis: H. C. Power, President First National Bank, Starkville, Miss.; F. H. Marshall, Cashier Woodstock Iron Company, Anniston, Ala.

BAKER & CAMPBELL, ATTORNEYS AT DR. H. JESSUP, DENTIST ALL WORK guaranteed and prices reasonable. Rooms 14 and 15 Porter Building.

DR. J. W. MILLER, PHYSICIAN AND SUR-good. Office and residence, Windsor House, Centre street, above Adams street, Phonix. DR. SCOTT HELM, PHYSICIAN AND SUR-geon. Office and residence Maricopa Street, anst side of Piaza, Phonix, Arizona.



I. N. ALEXANDER HAS REMOVED HIS law office from the Irvine building to the rooms over the Hartlord bank. He has in connection with the law business of the office established a general collection agency, which will be under the management of J. L. B. Alexander. All claims entrusted in our hands will receive early and faithful attention. Room 1.

J. B. KABLY, ATTORNEY AND COUNSELOR at law, will practice in Territorial and unted States Courts. Office, rooms 12 and 14 lotten Block, Phosnix, Arigona. O. B. ADAMS, PHYSICIAN AND SURGEON.
Office, Cotton Balifing, Center street,
Promix, Arizona.

WEBSTER STREET, ATTORNEY-AT-LAW.
Office in Thibodo Building, rooms 8 and
10, Phomix, Arizons.

WOODWARD & CHALMERS, ATTORNEYS at-law, Room; 7 and 2. Thibode building, Phomix, Arisona.

W M. W. WEED, SHORTHAND REPORTER Second Judicial District Court of Arizona ory. Typewritist. Verbatim reporting; 30 experience as a Shorthand Reporter. 63-ti

SECRET SOCIETIES.

A RIZONA DEGREE LODGE NO. 2, D. OF R. Meets first and third Thursday evening of each month. Miss Nettie Currier, N. G., U. S.

A RIZONA CHAPTER NO. 1, B. A. M. Stated convocation on the second Monday of each mouth. H. B. Lightnizer, H. P., C. H. Knapp, Secretary.

A RIZONA LODGE NO. 2, F. AND A. M. Stated meetings on the first Tuesday of each mouth. Dayton A. Reed, W. M., C. H.

O. U. W. PHOENIX LODGE NO. 5. A. Regular meeting every Wednesday even-ing in Masonic Hall. J. W. Blankenship, M. W. G. H. Rothrock, Recorder.

CANTON ARIZONA NO. 1, PATRIARCHS Militant, I. O. O. F. Meets third Tuesday or each month, Geo. A. Mintz, Commandant, John Gray, Clerk.

ENDYMION LEGION, A. O. U. W. MEETS becond and fourth Wonnesday of each month. F. M. Czarnowski, Commander, G. H. bothrock, Recorder. FLORAL ENCAMPMENT, NO. 2, L. O. O. F. Meets second and fourth Tuesday evening of each month. J. A. Gilmour, C. P., John Gray, Seriba.

G. A. R. JOHN W. OWEN POST, NO. 82.
Meets second and fourth Thursdays of each mouth in Moninon building. S. C. Symonds, Commander. C. H. Kuspp, Adjutant.

GARDEN VALLEY LODGE NO. 1, I. O. G. T., building. J. A. Marshail, W. C. T., Lizzie Maxwell, W. S.

OF P. PHENIX LODGE, NO. 2, MEETS
b. F. Conroy, C. C., Winthrop Sears, K. of R.

PHENIX LODGE NO. 2, I. O. O. F., MEETS every Saturday evening in Monthon Build-ing. H. Levy, N. G., John Gray, Secretary.

## MISCELLANEOUS.

REWARD.

A REWARD WILL BE GIVEN FOR THE whereabouts of George Bincher. May be found in some public or private insane asytum, calaboose, hospital, etc. Spoke once of cullsting as soldier; wrote in his last letter to his mother, the last day of August from Florence, Arizona, that he would be in Phoenix in a few days. Nothing was heard of him since; is about 6 feet tall, 22 years old, light hair and mustache, blue eyes: one upper front both out; stammers sometimes a little; had on a brown coat, blue oversils and black Spanish hat with a piece of rim cut off; took along a black and white pair of pants with a piece of other cloth sewed on the licel of pants, a brown-pair of blankets; blankets were cut in half, one corner torn. Any information sent to this office will be kindly received by his mother.

O TO PHEFASHION BARBER S IOP FOR shaving, hair cutting, shampooing, bathing, hair singeing. Ladies work done at the shop or residence. Prices to suit the times Opposite the Opera House. FRANK SHIRLEY. proprietor.

COMMMERCIAL HOTEL, CORNER CENTER and Jefferson streets. Only house employing white help throughout. GEO. H. N. LUHES,

ASSESSMENT NOTICE.

Oltrus Water Company: Principal Place Business, San Bernardino, California.

ance attached to the matter by reason of the pending action of the Legislature, a REPUBLICAN representative called upon a number of the merchants and business men yesterday to gather the general sense regarding the bills now in con-

sideration. C. A. Downs was the first gentleman seen. He was decidedly in favor of passing the twenty-year exemption bill. "I do not think, however," said Mr. Downs, "that it would be wise or politic to attach to such a bill any restrictive measure. Our future depends upon better railroad facilities, and such restriction as a freight and fare measare, either as a rider or separate, would tend to kill the effect of the exemption

"There is every reason to believe that with a proper exemption bill we will have railroads, but a freight and fare bill would be suicidal. Other States have been built up by railroads, but there is no record of any other State presuming to dictate freights and fares before they had railroad facilities sufficient to export their products. Arizons cient to export their products. Arizona is young yet. After she has railroads there will be time enough for her to legislate on freights and fares. It is within my knowledge that capital will be ready to be placed in a railroad enterprise with the inducement offered by an exemption bill, but a freight and fare bill would kill it, for with the disadvantages that a new road would have to contages that a new road would have to contend with, they would not submit to re-striction of the kind at the outset. Eastern capital, too, is shy of Western investments, and while with reasonable inducement it might be reached, a very small, discouraging feature, operates largely against us."

O. W. Peters said: "We want rail-

road connection with the north. An ex-emption bill will induce the building of With it we will procure competition

fares. When we get the railroads that ten to a distant market and turned into we have been working for and which is the purpose of an exemption bill, the of Mr. Bashford and his brethren of the House Bill No. 28, the Fisher railroad competition that will exist will regulate Board of Trade in exchange for the supthe rates. I am in favor of an exemption bill, such as has been introduced without any riders or freight and fare

Morris Fleishman said: "Our town has had sufficient experience already to understand this question. Five years ago we paid a rate of \$1.31 per hundred on a car of goods from San Francisco or Sacramento to Maricopa. We may now Arizona Central Railway and do not 57% cents. The rates are regulated to a great extent by the volume of business the Board of Trade of Prescott. done. When we can command the It would be no more expensive to attention of markets, railroads will vie operate a road of 250 miles, with the with each other for our business and the same number of stations, than it is to result will be reduction of rates. At operate the seventy-four miles of the present, while the local lines charge Prescott & Arizona Central Railway, high rates on some classes of goods they except the fuel and wear of track and are compelled to make their rates upon the basis of amount of business, and disadvantages they have to contend with. When the country is developed ing, the same work for accountants, and by additional exporting facilities the increase of business will justify the present of long and short haul? ent local lines to reduce their freights

and fares." P. W. Butler gave it as his opinion that a freight and fare bill would work serious harm to the railroad prospects of Arizona, for the all important and vital question was to get railroads.
"If we get the railroads the freight and fare question will be adjusted by their

competition." Frank Czarnowski was seen and he said: "The people of the Territory want railroads at all hazards. It seems to me that it would be the heighth of folly to offer an inducement by passing an exemption bill and at the same pass a freight and fare bill that would have a directly opposite effect. The Prescott people may have grievances, but they are now in the same condition that we are in-no competition and not sufficient business to procure low rates. With railroad competition they would be re-lieved. Business would increase, the

country around them would be devel-oped. Mines that are now idle could afford to ship at railroad rates ore that they cannot ship by wagon rates."
E. Brown said: "I do not think

we want any freight and fare legislation. Let us get the railroads and then will be time enough to make the rates. If we find that after we have competing lines of railroads that we must legislate to secure fair treatment at their hands, we can do it. At present our principal bus-iness is to get the railroads to open markets for the products of our prolific val-

A. Goldberg said: "My opinion is that with railroads and business the freights and fares will be properly taken care of. Our object is to take such steps as will induce the investment of capital in railroads to develop our country. When we reach development we will be more independent and better able to

C. F. Chapman, of McNulty & Co., said: "We do not want to jeopardize the building of railroads. It will be

What the Auditor of the Prescott Road Has to Say.

To the Editor of THE REPUBLICAN. In the interview published in this morning's REPUBLICAN Mr. Bashford says: "I don't want the people here to No. 76, to aid and encourage the conthink any of us from Prescott are opposed to tax exemption for railroads, for

we are not.' We judge a tree by the fruit it bears.

After the arrival in the capital of Mr.

Bashford the Yavapai Representatives introduced the freight and fare amendment to the bill, a rider that any sensi-ble person knows will make the bill inoperative. Now, whose influence caused this change of position of the men who introduced this amendment, except the influence of Messrs. Bashford and Hill, who have said openly if they could not have a road where they wanted it they did not want it at all?

amount of freight from east and west that is left at Prescott Junction is but an insignificant part of the business of the road bringing it there. Does not Mr. Bashford now that the Prescott & Arizona Central Railway could haul his sugar and his beans 225 miles with no additional expense over the cost of hauling it seventy-four miles than the extra coal used? Does he not know that the only business this road has is done by only business this road has is done by a one-train-per-day-service six days in the week, while the trunk lines cover a vast territory and have hundreds of stations from which income is derived? Does not Mr. Bashford know that the Prescott & Arizons Central Railway is hauling out ore and copper bullion at \$3.50 per ton and cattle \$1.71 per ton, and hauling in coke at \$3.00 per ton to help make the copper and other mineral products, and and competition will regulate the freights and fares. I am certainly opposed to the idea of legislating in that regard."

Charles Goldman said; "We do not want to meddle with the freights and in the mines about Prescott can be got-

The store at Big Bug hauls its goods twenty-three miles over the mountains and sells goods cheaper than Prescott merchants sell them. I am informed the Copper Basin people do the same. Their wagon haul is still longer. They pay the same freight to the Prescott & Arizons Central Railway and do not

roadbed-the same officers, station agents, trainmen, the same terminal expenses, the same way and expense bill-

subject of long and short haul?

Mr. Bashford testified before the Council committee that the Prescott & Arizona Central Railway did not cost to build over \$6000 per mile when built five years ago. Yet as a member of the Territorial Board of Equalization he taxed it for \$5500 per mile, and I am informed he wanted to make it more. Does he assess his own possessions in like proportion? If necessary a few facts on that subject could be given.

Secretary and Auditor Prescott & Arizona Central Railway. Phoenix, February 28, 1891.

THE LOWER GILA

Dennis Madigan Relates His Experien

During the Floods. In a letter from Dennis Madigan to THE REPUBLICAN additional details are given of the flood upon the Gila river.

The letter is dated at Buckeye, February 24.

He and his family were compelled to take to a tree when the first flood came.

They remained in this uncomfortable position all night. "In the morning we came down, the waters having subsided, and found half the house left. We gathered things all day and thought our troubles were over. We went to bed in all security, but about 4 o'clock the next morning I took occasion to look out. The water was all around the house, so we

had to climb the tree again and stay in it all day and all night." The weather was very cold and the excosure was trying in the extreme upon Mrs. Madigan.

Mr. Madigan lost nearly all of his personal effects. The house was de-stroyed, an amount of hay and grain, some lumber, house furniture, etc.

John Bohn and Messrs. Cooper and White lost heavily.

Mesa Canal Election.

struction of railroads in Arizona. Read

copies printed, and, inquiring into the President's motives, was sharply called to order by the Chair. The motion was

Board of Trade in exchange for the sup-plies he and they furnish at prices that makes one's head swim.

The superior bill, came up on first read-ing. Rules suspended, bill read second time by title and referred to Committee

Lost by a tie vote. Mr. Zulick still warmly protested against the reference of the bill to the Committee on Corporations. Warm debate ensued. Mr. Hughes called Mr. Doran to the chair and moved an amendment that the matter be considered in committee of the

Agriculture. Mr. Thurmond moved that the Council go into committee of the whole for the consideration of the constitutional

The Assembly.

Prayer by the chaplain. Minutes of previous session read and approved.

grossed Bills reported House Bill No. 80 properly engrossed and House Bill No. 45 properly enrolled and in the hands of the Governor for his consideration.

The Committee on Territorial Affairs reported House Bill No. 37 with amend-

the different counties of the Territory into supervisoral districts, was read second time. Referred to Judiciary Committee for amendment. House Bill No. 73, providing for the shipment of live stock, was read second

House Bill No. 2, regulating rates for territorial and county printing, intro-duced by Mr. Farish, was read second time. The House resolved into a com-mittee of the whole to consider the bill,

Members of the press present were re-quested to explain the charges. Mr. Dunbar responded and explained the difference between territorial and gov-ernmental rates for printing and that the rates established in the bill were difference between territorial and the result of a conference between the Committee on Printing and the Press Association. The committee thereupon

reimbursement to owners for stock killed on railroads, was read third time. Passed by a vote of 15 to 7. the building of railroads. It will be time enough when we have the railroads and stockholders, Thursday, February stock of the corporation, payable on the second day of March, 1891, to the Pirst National Bank of Railroads and Scholders, Thursday, February stock of the corporation, payable on the second day of March, 1891, to the Pirst National Bank of Railroads and Scholders, Thursday, February stock of the corporation, payable on the second day of March, 1891, to the Pirst National Bank of Railroads and Scholders, Thursday, February 1894, and assessment shall remain unpaid on the second day of March, 1891, will be defined in the second day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the eighteenth day of March, 1891, to pay defined in the present time of the Mess danal stockholders, Thursday, February 28, 1891.

At 3 o'clock the House went into committee of the whole for the consideration mittee of the whole for the consideration of the Fees and Salary bill, Mr.

Copeland in the chair. The committee of the whole for the main unpaid on the fees and Salary bill, Mr.

Copeland in the chair. The committee of the whole for the consideration of the Fees and Salary bill, Mr.

Copeland in the chair. The committee of the whole for the main unpaid on the fees and Salary bill, Mr.

Copeland in the chair. The committee of the whole for the main torch leads to them.

At Match 1891, La Baron were elected to th

Chiricahua. Mr. Hughes called Mr. Zulick to the chair and moved that the bill be read by title and referred to the Committee on Petitions and Memorials. Mr. Thurmond moved to amend by re-Committee on Petitions and Memorials. Mr. Thurmond moved to amend by referring the bill to the Committee on Counties and County Boundaries. On an aye and no vote Mr. Thurmond's amendment was lost by the following vote: Ayes—Baldwin, Doran, Herndon, Thurmond, Vickers—5. Noes—Brady, Dennis, Frank, Peter, Simpson, Zulick, Hughes—7. The bill was then referred in accordance with the President's motion. Mr. Thurmond asked to have 100 Members and report that they desired to sit again. The chairman delivered the report of the committee, the committee of the committee, which was accepted.

Mr. Heyne moved that when the House continue to meet at 10 o'clock Monday, and that the House continue to meet at 10 o'clock until the bill is disposed of. Carried.

Upon motion of Mr. Heyne the Fees and Salary bill was made a special order to be considered in committee of the whole after the reading of the minutes dwelling-house on the rear of the lot of the desired to sit again. The chairman delivered the report of the committee, which was accepted.

The work of destruction commenced by the storm of last werk seems to have been not only carried to largely. At an early hour this morning the Chinese washhouse on Granite street, near the ice factory, which was badly damaged last wick, was carried down stream by the irrisatible rush of the water. About the same time a small dwelling-house on the rear of the lot of tion. Mr. Thurmond asked to have 100

President Hughes resumed the chair.

on Corporations.

Mr. Zulick moved to amend by referring to a special committee on freights.

whole on Monday at 3:30 r. m. House Bill No. 70 was read first time. Rules suspended, bill read second time by title and referred to Committee on

convention bill. Mr. Zulick moved to adjourn and the motion was carried.

House called to order at 2 r. M. Speaker Clark in the chair. Roll call showed all members present.

The Committee on Eurolled and En-

House Bills No. 68 and 69, to diride

time. Recommitted to Committee on Live Stock for amendment. House Bill No. 74, amending the law relating to county school taxes, was read second time. Passed to engross-ment and third reading.

Mr. Fisher in the chair.

rose and reported. The report was re-ceived, the bill placed upon its final passage and passed by a unanimous vote. House Bill No. 67, providing for the

FREIGHTS AND FARES
Interviews With Phonix
Business Men.

All Favor a Liberal Tax
Exemption Law

But are Decidedly Opposed to Any
Freights and Fares Bill
at This Time.

But are Decidedly Opposed to Any
Freights and Fares Bill
at This Time.

But here decidedly opposed to Any
Freights and Fares Bill
at This Time.

Business Men.

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But here decidedly opposed to Any
Freights and Fares Bill
at This Time.

But here decidedly opposed to Any
Freights and Fares Bill
at This Time.

But here decidedly opposed to Any
Freights it will be time enough for the people to dictate."

Messra: Kales, Baker, Eschman and of the providing interest upon the railroad question and the importance attached to the matter by reason

RAILROAD RATES.

ARIZONA LAWMAKERS

ARIZONA LAWMAKERS

ARIZONA LAWMAKERS

ARIZONA LAWMAKERS

Mr. Farish believed that sufficient fees should be allowed to procure efficient service and thought the allowed to procure send thought the prevent fees of sheriffs were only fail. Mr. Clark were deviced to procure of the ane

dent Hughes in the chair.

Roll call showed all present.

Prayer by the Chaplain.

Minutes of the previous day's session read and approved.

Mr. Baldwin introduced Council Bill No. 76, to aid and encourage the construction of railroads in Arizona. Read first time, rules suspended, read second first time, rules suspended, read second first time, rules suspended, read second class counties, which carried. Section 11 was taken up. Mr. Heyne offered an amendment to raise from 20

suggested a proper amendment. Upon motion of Mr. Fisher the section was passed. Mr. Fisher then moved that

whole after the reading of the minutes Monday.

House Bill No. 80, relating to the territorial university, was taken up under third reading of bills and passed by a unanimous vote. House Bill No. 63, to encourage volun-

teer firemen in the Territory, was read with a mendments of the Council and amendments concurred in.

Well as the the adjusting, which are the days and the chinese washing away of the Chinese washhouse the water had free sweep.

Mr. Thurmond gave notice of a bill.
Council Bill No. 75 was read second time. Referred to Committee on Territorial Affairs.
Council Bill No. 39, the Herndon fure bill, came up on third reading. Passed by the following vote: Ayes—Baldwin, Boran, Herndon, Peter, Simpson, Tharmond, Vickers—7. Noes—Brady, Dennis, Frank, Zulick, Hughes—5.
House Bill No. 13 was reported from Committee on Judiciary unfavorably. Indefinitely postponed.
Council Bill No. 35 was reported with substitute from committee. Substitute adopted. Bill went to third reading.
Council Bill No. 41 was reported from committee with an amendment, taking away the power of granting marriage licenses from justices of the peace. A mendment adopted and bill went to third reading.
House Bill No. 28, the Fisher railread

Mr. George H. Curry.
With the washing away of the Chinese washhouse the water had free sweep and completely surrounding the property of Herman Stock. While everything that was possible was done to prevent the washing away of his house, everything movable in it was carried to a place of safety across the street.
Clark & Adams' boarding-house, at the sawmill, in the north part of town, was washed away about daylight with all its contents, and shortly afterwards a large portion of their work oxen wert washed down of their work oxen wert washed down stream. Their loss is alout \$500.

J. G. Keegan's barn, it the south end of town, was also washed away.
Among the property barn to content was made to send a train out today, but the Willow creek.

and Copeland. Among the number of notices of bills given, Mr. Samaniego gave notice that he would introduce a bill to locate the capitol of the Territory in Tucson per-manently. The notice created some commotion in the House, and a member asked that it be read a second time.

### The House then adjourned. BETTER AS IT 18.

Colonel Masten's Comparison of Hernde Bill Rates With the Present. To the Editor of THE REPUBLICAN.

I notice in the Gazette this morning the Herndon bill, and a remark that 100 pounds. My lowest rate is 4 cents per 100 pounds; the lowest rate by the Herndon bill is 10½ cents per 100 in reaching the shore in safety. Their pounds. In fact, were this road to impose the charges authorized by the Herndon bill, not a pound of products could be shipped out of the valley. For instance, I could make that bill charge on hay, Class C, 13 cents per 100; my present rate as interstate shipments, allowing traffic with El Paso and Los

Angeles, is 6 cents per 100. Class 5, barley, authorized by the Herndon bill, the rate is 20 cents per 100 pounds; existing rate is 15 cents 100 pounds; on interstate traffic 10 cents per 100 pounds. The fact is, these freight and fare manipulars know no more of the subject they have tackled

than the Gazette does.

The natural tendency of increased business is to reduce rates. That effect was naturally following the increased business in this country, and if Messrs. Bashford and Herndon complain about the Prescott & Arizona Central Railroad, it is easy to see had its business in-creased, its rates would have been reduced. Had it not been followed with abuse and threats, inducing it to put its fare rates to the outside limit allowed by the law and to maintain its charge; a far as possible, the state of saairs in that quarter would be different. At Prescott, however, it may be said to the credit of the place, that the community did not maintain a paper which was con-

stant in its abuse and misrepresentation

of the facts concerning its railroad, as has been the case in Phonix. There is one thing certain. Although we shall do our utmost to repair the damages caused by the unprecedented state of affairs, last week, in the shortest time possible, and material and tools are now en route for the Gila bridge, the plans and specifications for the Saltriver bridge having been accepted and the con-tract let, the people of Salt River Valley are likely to find before these repairs are completed what the much-abused Maricopa & Phoenix Railroad has been

Granite Creek a Raging Torrent.

Much Damage Done to the City.

Heavy Rains Follow a Heavy Snow, Swelling the Mountain Streams.

From the Journal-Miner, February 23. The storm of last week, after an intermission of a duy or two, set in again on Saturday evening, and has continued with more or less violence ever since. The downfall at first was in the shape of snow, and on Sunday morning the hills and valleys around Prescott were first time, rules suspended, read second time by title and 100 copies ordered printed. Referred to Committee on Corporations.

Mr. Hughes introduced Council Bill Mr. Hughes introduced Council Bill Chalmers explained that there were certain ambiguities in the section and continued during the day and continued to send the county of the certain ambiguities in the section and continued during the day and continued during the day and certain ambiguities in the section and continued during the certain ambiguities in the section and continued during the commenced described to the figure and continued during the day and all through Sanday night, and all day today (Monday) there was a steady covered to a depth of from four to six downpour. Granite creek commenced rising about 4 o'clock Sanday afternoon

and has continued rising ever since up the water. About the same time a small dwelling-house on the rear of the lot of Mrs. Akers, in West Prescott, together with her barn and woodshed, the latter filled with wood, were undermined and carried down in the raging torrent, and serious inroads made into the lot, as well as the one adjoining, owned by Mr. Giorcock H. Curry.

Another attempt was made to send a train out today, but the Willow creek bridge was wished out and all the work done towards the repair of the Granite creek bridge was washed out.

Several washouts are ideo reported on the read between Presented. the road between Prescott and the Gran-ite creek bridge.

Mr. George very wisely concluded this morning not to attempt to send any stage to Phonix, as such an undertaking would simply have been impossible. The Jerome stage started out on its usual time, but was compelled to re-turn. At Mr. Long's Hair Way house

the stream was running up to the bottom of the buckboard, while the stream recapitulation of the rates possible to be charged for freight by this line under the Herndon bill, and a remark that the Herndon bill, and a remark that although high they are better than "the senator mine a little before dark and in present go-as-you-please system of rob-attempting to cross Gravite creek, near bery." Robbery? My highest rate in Judge Noyes' place, their wagon was carloads is 20% cents per 100 pounds; upset by the force of the water and both Herndon's bill allows me 36 cents per were thrown out. Mustin sustained

> About noon the creek overflowed its banks on Willis street, and a large stream of water poured down the street, inundating the residences of R. J. Cart-mell, J. W. Selsor and others, threatening to carry them away, when five or six men were set at work constructing a levee to turn the water back into the creek, and succeeded in the work of sav-

> ing the threatened property.
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> All day long, in the priting storm, a crowd of people lined the bridge and the banks of the creek, watching the progress of the flood.

> [From the Journal-Miner, February 14.] All day long, during Monday and until late in the evening did men and women and boys and girls face the pelting storm and watch the irresistible progress of the flood in Granite creek.
> All day long and until late in the evening did the storm continue to pelt, too, and the waters of Granite creek continued to increase in volume. The highest point reached was at about 7:30 r. N., and none will probably dispute the fact this time that it was higher than ever before known, as it wes at that time running over the street cross ing on Granite creek in front of Martin Maier's property to a depth of about eight or ten inches the full width of the street. The sidewalk on the east of Granite street was covered at several points between Gurley and Willis streets, while the water backed up on the north side of Gurley street to a point directly opposite to Brecht & Throne's blacksmith shop. Granite street for three blocks was a raging torant of water. rent of water.

rent of water.

The amount of damage done is almost incalculable, but will reach away up into the thousands of dollars. All day the water keptenerosching on the west bank of the creek, from a point opposite the residence of W. C. Potts down to a point opposite the ice house. All on that side of the creek between the two points named are heavy losers. The Mexican woman who resides immediately below the outjutting rocks, lost her barn and all the fencing in the rear of her lot together with a lot of fruit trees she had planted there, the water cutting the planted there, the water cutting the bank away to within a few feet of her

back door.

Next below is the Akers family, where the stream washed away all the build-Continued on Fourth Page.